The Hongkong Telegraph.

No. 326. MONDAY, FEBRUARY 12, 1883. SIX DOLLARS PER QUARTER.

THE SUPREME COURT 19FEB83 HONG KONG

Intimations.

LANE, CRAWFORD & CO.

PIANOS

ARE GREATLY INJURED, ESPECIALLY IN A TRYING CLIMATE LIKE THAT OF HONGKONG, by allowing them to drop out of Tune; the great Tension caused by tightening up the strings again being exceedingly trying.

A Good Instrument will probably last Twice as long in Hongkong, if kept constantly in Tune.

LANE, CRAWFORD & Co.

having a thoroughly competent Tuner from BROADWOOD & SONS, keep Pianos in Tune and REPAIR at a MODERATE CHARGE.

LANE, CRAWFORD & Co.

Hongkong, 13th January, 1883. [396

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL..$833,333.33
RESERVE FUND.....$70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq..... | LEE YAT LAU, Esq.
LO YEOK MOON, Esq. | CHU CHIK NUNG, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND...Tls. 290,553.95

TOTAL CAPITAL and ACCUMULATIONS, 8th May, 1882.....Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, ESQ., Chairman.
J. H. PINCKVOSS, Esq. | WM. MEYERINK, Esq.
A. J. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co, Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 23rd January, 1883. [83

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [457

For Sale.

G. FALCONER & CO.

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL. [434

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
SOLE AGENTS
for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPECTACLES.
No. 38, QUEEN'S ROAD CENTRAL. [447

Notices of Firms.

NOTICE.

THE BUSINESS of GENERAL PRINTERS and BOOKBINDERS hitherto conducted by the Undersigned will henceforth be carried on under the style or firm of

GUEDES & Co.

Mr. F. D. GUEDES being the only PARTNER in the FIRM.

DE SOUZA & Co.
Hongkong, 31st January, 1883. [105

NOTICE.

I HAVE This Day PURCHASED the GOOD-WILL and STOCK-IN-TRADE of W. P. MOORE'S HAIR DRESSING SALOON, Hongkong Hotel. I trust to meet the same Patronage so Liberally Bestowed upon my Predecessor.

J. P. MARMANDE.
Hongkong, 25th January, 1883.

IN reference to the above the Undersigned having desposed of his BUSINESS, takes this opportunity of returning his sincere thanks for the Liberal support he has received during the time he has been in Business.

W. P. MOORE.
Hongkong, 25th January, 1883. [92

To be Let.

TO LET,
WITH IMMEDIATE POSSESSION.

FOUR LARGE ROOMS in Blue Buildings, Wanchai, (opposite the Long Pier) lately occupied by Mr. H. JOYCE.

Apply to

H. H.,
Care of Messrs. SAYLE & Co.
Hongkong, 29th January, 1883. [103

TO LET.

NO. 4, OLD BAILEY STREET. No. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

No. 8, SEYMOUR TERRACE.
No. 9, SEYMOUR TERRACE.
No. 25A, PRAYA CENTRAL.
No. 10, HOLLYWOOD ROAD.

Apply to

DAVID SASSOON, SONS & Co.
Hongkong, 10th February, 1883. [7

TO LET.

A TWO STOREY HOUSE (6 ROOMS) in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.

For Particulars apply to

D. NOWROJEE,
Hongkong Hotel.
Hongkong, 27th November, 1882. [18

Intimations.

WANTED in KOWLOON A SMALL HOUSE, (detached preferred) with GARDEN, also COOK HOUSE desirable, for a period of 6 to 12 Months.

Address S. & J.,
Care of This Office.
Hongkong, 7th February, 1883. [127

WANTED.

BY THE ADVERTISER A SITUATION AS OFFICE ASSISTANT OR STORE-KEEPER.

Address:—

M. E. G.
Care of *Hongkong Telegraph*.
Hongkong, 13th December, 1882. [19

THE LONDON AND SINGAPORE ANTI-FOULING PAINT COMPANY, LIMITED.

(DENNYS' PATENTS.)

INCORPORATED UNDER THE COMPANIES ACTS' 1862 TO 1880, THE LIABILITY OF SHAREHOLDERS BEING LIMITED TO THE AMOUNT OF THEIR SHARES.

APPLICATIONS for SHARES in the above Company will be received by the HONGKONG AND SHANGHAI BANKING CORPORATION at Hongkong up to the 15th February instant, inclusive, and by their AGENTS at Shanghai, Amoy, Foochow, Hankow, Ningpo, Swatow, Tientsin, Yokohama, Nagasaki, Hiogo, Saigon, Haiphong, Hanoi, and Manila up to the 22nd February, inclusive.

For full information respecting the prospectus, Shares, &c. of the above Company, apply to

DENNYS & MOSSOP,
18, Bank Buildings, Queen's Road,
Solicitors and Agents in Hongkong.
Hongkong, 3rd February, 1883. [116

THE HONGKONG HOTEL.

THE DIRECTORS OF THE HONGKONG HOTEL COMPANY, LIMITED, ARE NOW PREPARED TO RECEIVE OFFERS FROM SUITABLE PERSONS FOR A FIVE OR TEN YEARS LEASE OF THE HONGKONG HOTEL, AND FURNITURE COMPLETE.

This well known HOTEL is situated in the Queen's Road, Hongkong, within a few yards of the principal landing place in the Colony.

It is a large and commodious building, replete with every modern improvement and convenience. It contains an ELEGANT AND SPACIOUS BAR, A LARGE BILLIARD ROOM, READING ROOM, A DINING HALL to accommodate 170 Persons, FIFTY TWO BED ROOMS, TWO CAPITAL BOWLING ALLEYS, together with all the other necessaries of a well appointed Hotel.

It is the only First Class Hotel in the Colony, and is always patronised by a number of permanent boarders, consisting principally of Government Officials, Military and Naval Officers and their Families, &c.

It is at present under a Lease to Messrs. DORABJEE and HING-KEE, which lease expires on the 15th October, 1883.

Applications to be addressed:—

THE CHAIRMAN,
THE HONGKONG HOTEL CO., LIMITED.
HONGKONG.
Hongkong, 2nd January, 1883. [34

Intimations.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

ARE SHOWING.

WITH A VIEW TO REDUCING OUR STOCK TO MAKE ROOM FOR NEW GOODS WE ARE OFFERING FOR ONE WEEK ONLY.

FANCY CHECKED DRESS MATERIALS	@ 15c.	PER YARD	USUAL PRICE	25c.
INVISIBLE CHECKED Do.	@ 15c.	do.	do.	25c.
POMPADOUR DELAINES Do.	@ 20c.	do.	do.	65c.
ROUGH & READY SERGES Do.	@ 20c.	do.	do.	30c.
CHECKED MOHAIRS Do.	@ 30c.	do.	do.	45c.
TERRA COTTA & OTHER STRIPED SATINETTES.	@ 50c.	do.	do.	75c.
FANCY VELVETEENS	@ 35c.	do.	do.	50c.
ALSO				
LADIES SHOES	@ $1.25	PER PAIR	do.	$2.50.
LADIES SHOES	@ $1.50	do.	do.	$2.50.
LADIES SHOES	@ $1.75	do.	do.	$2.82.

N.B.—JUST OPENED A CASE OF ATKINSON'S SCENTS.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.
Hongkong, 6th February, 1883. [659

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

NOW SHOWING EX LATE ARRIVALS THE FOLLOWING NEW ARTICLES:—

Electric Repeater Call Bells. Parisian Coffee Making Machines of New Style. Morrocco, Russia Leather and Polished Steel Cigarette Cases. Parisian Vases of Majolica and Fine China Ware in elegant designs. Olive, Walnut and Ebony Wood Photo Frames of Assorted designs. Small Fire Proof Cash Boxes in Shape of a Safe with Secret Lock Arrangement. Unframed Oleographs and Chromo Lithographs of Assorted designs and Sceneries. Ladies' and Gentlemens' Card Cases of Morocco and Russia Leather with small Ivory Memo Slate. Fancy Embossed Initial Note Paper and Envelopes, any initial can be had. Fancy Japanesque Stationery for Wedding and other Invitations. Endorsement Boxes and Endorsing Blue, Black and Red Inks. Ladies' and Gentlemens' Silk Umbrellas, Masks and Dominoes. Clothes, Tooth and Hair Brushes in Assorted Patterns. Ebony Handle Sliding Aluminium Gold Penholders. Hendries', Gosnell's, &c., Perfumery, Soap, &c. Havana Cigars of Assorted Brands.

Il Flor del Mondo Cigarettes, Knisar-i-Hind Cigarettes, Duchess Cigarettes, Empress Cigarettes, Princess Cigarettes. All made of pure and choicest Turkish Tobacco.

BINOCULARS AND OPERA GLASSES OF BEST MAKE.

S. MEYERS,
MANAGER.
Hongkong, 24th January, 1883. [28

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

HAVE JUST RECEIVED A CHOICE VARIETY OF FRENCH AND ENGLISH TWEEDS FOR GENTLEMENS' SUITINGS

COMPRISING:—

CASHMERE AND ANGOLA NOVELTIES

ALL OF WHICH ARE SHRUNK READY FOR MAKING UP.

GENTLEMENS' FELT HATS (Christie's) the latest shapes.
WHITE AND COLOURED SHIRTS.
LINEN COLLARS AND FANCY SCARVES.
GENTLEMENS' ½ HOSE in great variety.
UNDERSHIRTS in Balbriggan, Merino, Cashmere and Lambswool.
GENTLEMENS' KID GLOVES 2 BUTTONS.
UMBRELLAS AND WALKING STICKS.

LADIES' DEPARTMENT.

DRESS GOODS IN CASHMERE, FANCY WOOL AND OTHER TEXTURES.
BROCADED GAUZES AND GRENADINES.
CASHMERE EMBROIDERED COSTUMES.
BRAIDED JACKETS, CLOTH MANTLES.
RICH BROCADED SILKS.
RICH BLACK SILKS.
COLOURED BROCADED SILKS AND MOIRÉS.
LACES, RIBBONS, FLOWERS, FEATHERS, SASHES, LACE FISHUS, COLLARS, &c.
LADIES' KID GLOVES 2, 4, 6, 8, AND 12 BUTTONS.
FANCY JET GOODS in endless variety.
LADIES' AND GENTS' CAMBRIC HANDKERCHIEFS.
LADIES' AND CHILDRENS' UNDERCLOTHING.
HOSIERY AND CORSETS.
HABERDASHERY, UMBRELLAS, AND SUNSHADES.
&c., &c., &c., &c., &c.

A LIBERAL DISCOUNT FOR CASH PAYMENT.

ROSE & CO.,
31 & 33, QUEEN'S ROAD—HONGKONG.
Hongkong, 2nd February, 1883. [379

W. BREWER.

PUBLIC CIRCULATING LIBRARY.

HAVING long felt the need of a PUBLIC CIRCULATING LIBRARY in Hongkong, I have determined, should a sufficient number Volunteer to Subscribe to it, to form a Library on the same basis as Circulating Libraries are formed in England, and from my Experience in such matters in England, I feel certain that I can form and conduct a Library satisfactorily to all. My Experience in the East Teaches me that the principal demand would be for LIGHT LITERATURE, and the Ordinary 3-Volume English Novels would therefore preponderate, at the same time Works of any interest on Science, Biography and Travel would find their place on the Library Shelves.

THE SUBSCRIPTION WOULD BE $15 PER ANNUM FOR A SINGLE SET OF BOOKS.

Willing Subscribers will kindly send in their Names as early as possible in order that some estimate might be formed of the probable success of the Scheme.

W. BREWER,
QUEEN'S ROAD.
Hongkong, 25th January, 1883. [703

For Sale.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....$22 per Case.
PINTS.....$23 per Case.

Apply to

MELCHERS & Co.
Hongkong, 2nd March, 1882. [8

TO SPORTSMEN.

FOR SALE AT LESS THAN COST,

OWING TO OWNER LEAVING THE COLONY.

1 Silk-lined RACING SADDLE.
RACING WHIPS with Silver Mounts.

The above, which are ALL NEW, may be seen at the "HONGKONG TELEGRAPH" OFFICE and will be Sold a BARGAIN.
Hongkong, 2nd November, 1882. [12

For Sale.

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
} CANVAS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [458

WILLIAM SCHMIDT & CO.

GUNMAKERS & AMMUNITION DEALERS,
BRACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand. [9

Amusements.

ROYAL ITALIAN OPERA.

THEATRE ROYAL,
CITY HALL, HONGKONG.

IN consequence of the break-up of the above Company, Signora and Signor PETROVICH beg to announce

A PERFORMANCE
FOR
TO-MORROW EVENING,
THE 13TH INSTANT,
When will be produced
DONIZETTI'S GRAND OPERA
"LUCIA DI LAMMERMOOR."

Between the 1st and 2nd Acts MAESTRO GORE will play on the Pianoforte a Grand Fantasia.

Between the 2nd and 3rd Acts Signora and Signor PETROVICH will sing the Grand Duo "GUARANY" OF MAESTRO GOMEZ.

Signor and Signora PETROVICH would respectfully ask the Public of Hongkong for a Share of their Patronage to enable them to secure a passage home.

DRAMATIS PERSONÆ:

LUCIA ... ... Signora PETROVICH.
EDGARDO ... ...Signor PETROVICH.
ENRICO ... ... Signor CIOCCI.
ARTURO ... ...Signora SILINI.
RAIMONDO ... ... Signor ARIGONI.
ALISA ... ...Signora BERTOLINA.

Seats may be booked at Messrs. KELLY & WALSH'S, where a Plan of the Theatre is now on view.
Hongkong, 10th February, 1883. [132

Consignees.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

FRAISSINET & Co.

INDIA AND CHINA LINE.

STEAMSHIP "STAMBOUL,"
MAIGRE, COMMANDER.

CONSIGNEES of Cargo by the above Named Vessel from Marseilles and Intermediate Ports, and in connection with the "LIBAN" from Glasgow and "GYPTIS" from London, are hereby informed that their Goods are being landed at their Risk into Godown B of the Undersigned, Marine Lot No. 17, whence and/or from the Wharves or Boats delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 13th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be Countersigned by

ADAMSON, BELL & Co.,
Agents.
Hongkong, 7th February, 1883. [114

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF PEKING" from San Francisco, &c., are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer, will be landed and stored at Consignees' risk and expense.

F. E. FOSTER,
Agent.
Hongkong, 9th February, 1883. [1

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for San Francisco, viâ Yokohama, on TUESDAY, the 20th instant, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 19th instant. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.
Hongkong, 7th February, 1883. [1

Shipping.

STEAMERS.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

FRAISSINET & Co.

INDIA AND CHINA LINE.

THE Fine New 100 A1 Steamship

"STAMBOUL,"

Maigre, Commander, will sail TO-MORROW, the 13th inst., at FOUR P.M., for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to the LEVANT, CONSTANTINOPLE, DANUBE, MALTA, EGYPT, CORSICA, ITALY, and the LANGUEDOC, *by which through freight may be booked.*

The Company has a Forwarding Agency at Paris giving special facilities to Shippers.

The Steamers are Specially Fitted for Passengers.

FIRST-CLASS FARE TO MARSEILLES..... $300.
SECOND-CLASS FARE TO MARSEILLES.... $240.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.
Hongkong, 12th February, 1883. [114

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain F. F. Flack, will be despatched for the above Ports, on WEDNESDAY, the 14th inst., at THREE P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 7th February, 1883. [128

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)

THE Steamship

"NELSON,"

Captain Thom, will be despatched as above, on WEDNESDAY, the 21st instant, at NOON.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.
Hongkong, 3rd February, 1883. [117

SAILING VESSELS.

FOR SAN FRANCISCO.

THE American Barquentine

"JOHN SMITH,"

Kustel, Master will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.
Hongkong, 6th February, 1883. [123

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Bark

"JAMES G. PENDLETON,"

Colcord, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.
Hongkong, 23rd January, 1883. [84

FOR NEW YORK.

THE 3/3 L. I. I. American Bark

"HERBERT BLACK,"

Treat, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.
Hongkong, 1st February, 1883. [109

FOR NEW YORK.

THE American Barque

"CONQUEST,"

Cairns, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.
Hongkong, 6th January, 1883. [50

Intimations.

SPANISH CONSULATE, HONGKONG.

TENDERS for DOCKING, SCRAPING, CLEANING, and PAINTING the Spanish Cruiser "VELASCO" will be received at this Office TO-MORROW, the 13th instant at 12 O'CLOCK NOON.

Other REPAIRS, if wanted, will be the object of a Separate Agreement.

A. MENCARINI,
Spanish Consul.
Hongkong, 9th February, 1883. [130

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, 45, Queen's Road, Victoria, at FOUR O'CLOCK in the AFTERNOON of TUESDAY, the 20th February, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1882.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 20th inst., both days inclusive.

By Order,

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st February, 1883. [107

LOST.

AT the RACECOURSE on SATURDAY, January 27th, a RACE GLASS. The Finder will be Rewarded on RETURNING the same to

W. M.,
Care of *Hongkong Telegraph* Office.
Hongkong, 5th February, 1883. [118

Intimations.

A. S. WATSON & CO.

INVITE INSPECTION OF A WELL SELECTED STOCK OF

FANCY CHRISTMAS GOODS,

COMPRISING :—

CHRISTMAS AND NEW YEAR CARDS IN GREAT VARIETY.

SWEETS AND CONFECTIONERY.

FANCY SATIN COVERED BOXES.

CUT GLASS TOILET BOTTLES.

CHRISTMAS CARD ALBUMS.

IVORY BACK HAIR BRUSHES.

SCIENTIFIC TOYS.

ATKINSON'S, HENDRIE'S, AND LUBIN'S PERFUMES.

&c., &c., &c.

A. S. WATSON & Co.,

CHEMISTS, DRUGGISTS, AND PERFUMERS.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841. [3

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

BIRTH.

At the Yau-ma-ti Police Station, on the 10th instant, the Wife of Inspector CAMERON, of a Son. [136

DEATH.

On the 1st Jan., suddenly, at Gilmour-road, Edinburgh, SOPHIE RANDELL, wife of Robert McMurdo, of Hongkong.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 12, 1883.

THE following interesting comments on the political prospects of continental Europe appear in the Philadelphia *Press*:—

Prince Gortchakoff, in dealing with the brooding complications in which, according to well-informed public men, Russia has long been preparing herself for a decisive struggle against the Western Powers, not long ago adopted the free-speech tactics by which Bismarck covered so securely his intentions in 1866-70. In the course of a remarkable conversation with a French journalist, the Prince, before he quit power, said frankly that Russia had always insisted on a "strong France." That after the war Russia had made this a condition with Germany—which, on the contrary, has always declared it as a proper and expedient policy that France should be weakened. He (Gortchakoff) had besought Thiers, and after Thiers the Minister of MacMahon, the Duc Decazes, to strengthen France first and squabble about the Government afterward. That it was in carrying out this advice that France ran such imminent danger of attack in 1875, when the German Government saw in the adoption of the new French army laws a threat against her own predominance. Germany was ready to march on Paris at that moment, and Bismarck has never forgiven Russia for preventing that assault by declining to remain passive.

Now, when a statesman of the prince's rank, who, though out of office, is the virtual ruler of a great country, makes such confidences as these to a journalist, it is easy to see that complications are not far off. Europe sees with amazement the spectacle of a war which threatens to be a universal one, rising from the quarrels of two great Ministers; for if GORTCHAKOFF and Bismarck could be reconciled to each other, no one doubts for a moment that all the fancied grievances of the two great Powers could be smoothed away. But Bismarck doesn't grow wise as he grows old. The craze for dominion has gotten him as completely under its sway as it ever held Napoleon or WILLIAM PITT, and he is going to push his fortunes until he gain or lose all. Russia has presumed to put a limit to German domination. It stood betwixt Germany and its meditated victim; it presumes to hold an equal voice in Continental affairs; the wasted and wildly handled legions of the Danube and Balkans pretend to dispute the palm with the veterans of Sedan, the conquerors of the conquerors of Europe.

Most unbearable of all, the passive resistance of Russia gave and continues to give France time to mature her raw forces unmolested. To-day France has the skeleton of an army, as great in proportion as that of Germany itself—to-morrow if unhampered that army is sure to be as effective a weapon as the German machine, and then the battle will have to be fought. So Bismarck has resolved that it will be the lesser of two evils to defy Russia to-day with an Austrian alliance, than to keep up the present burden only to find at the end of a few years that all the sacrifices of Germany have been in vain; that instead of crushing her France was but crippled, and that a few years of peace have cost Germany its existence as an empire. Further, no time could be better chosen for deciding the question with Russia. She is disorganized now; her war debts are unpaid: her regiments are merely skeletons; her navy is powerless. She is, in fact, in a condition of exhaustion. No time could be more favorable for the solution of the question of German domination, for France is just now in suspended animation politically. The Democracy, torn into shreds and patches of powerless factions, cannot even direct the destinies from time to time intrusted to them since 1871. To add to these misfortunes of internal adminstration, the finances, which have always been a strong rock of salvation to French governments, are said to be in an alarming state, while the failures of last year, superinduced by over-speculation, have stripped the Paris Bourse of its long-established pre-eminence as the potent money-centre of the Continent, if not of the world. Cliques and intriguers are at work in all directions, and sinister premonitions of the state of affairs that gave Louis Napoleon a chance to figure as the "saviour" of society are not wanting. Indeed it is evident that if the Bonapartists had been unanimous for any one candidate, either Plon-Plon or his son Victor, the Republic would have been overturned or seriously imperilled twice during the last twelve months. Nor are the foremost supporters of the Republic irresponsible for this disastrous state of things.

Never in the halcyon days of feminine domination under the Bourbons was the intrigue of the salon more powerful in State affairs, never was petticoat diplomacy more potent in moving public men. A Republican Minister in France is as great a personage to-day as he was under the Empire. He is, so soon as confirmed in his functions, installed in a magnificent palace, to which the most pretentious public building in Washington is but poverty-stricken. An army of lackeys attend him; his stables are crowded with the finest breed of horses; he has State equipages and private equipages; he dispenses millions throughout every department of France; he is allowed enormous sums for entertainments; in short, a Republican great officer of State is now just what a great official of State is in the most populous Empire, or what he was under the magnificent rule of the Bourbons. As instances, take the Minister of War, of the Interior, of the Marine; the Premier, the Minister of Foreign Affairs. The palace of the latter is an enormous pile of quadrangular walls, running for nearly half a mile along the Seine, and only second to the Tuileries itself in imposing dimensions. Its splendid salons are sumptuously decorated in the French taste; the gardens are marvels of the French florist's art; the paraphernalia equal to a monarch's. The palace of the War Minister, on the Boulevard St. Germain, is not so large, but fully as gorgeous.

Now Germany does not waste wealth on the official hierarchies. It was only a few years ago that Bismarck moved into the imposing Radziwill palace. The other Ministers, however, are housed in the most modest thrift. The Parliament House can't compare with the new city buildings in Penn square. The Emperor's residence would excite no comment on North Broad or many other of our fine residence streets. On South Broad street there are a half-dozen houses more imposing than those occupied by the heir to the throne. It is only in the army that the Germans squander money lavishly. This is one of the inexplicable contradictions of German character. A profoundly peaceful and peace-loving people, every man, woman and child in the empire submits to burdens in support of the army, both financial and physical, which other nations find it almost impossible to exact in time of war. It is rare to find a German household which has not contributed one or two boys to the army—nor are the taxes lessened to them therefor. All this is as foreign to the German race as the present abstention of France from dictation in Europe is to the French—who are immeasurably fond of military mastery and peacock display in the eyes of the world.

TELEGRAMS.

LONDON, February 9th.

THE BRITISH GOVERNMENT AND EGYPT.

The *Times*, in a leading article, announces that Lord Dufferin, in an exhaustive despatch, has suggested an alternative course for the settlement of Egypt—either annexation or the establishment of a stable Egyptian Government, and urges that constitutional Government is impracticable without the support of British troops.

LOCAL AND GENERAL.

ATHLETE'S letter will appear in our to-morrow's issue.

H.M.S. *Wivern* went out to sea to-day for target practice.

THE steam-yacht *Marchesa* left Nagasaki for Hongkong on Wednesday, the 1st inst., and is hourly expected.

WE observe that the German barque *E. Von Beaulieu* has been sold at public auction, at Yokohama, for the sum of $4,600.

A REGULAR Lodge of St. John's No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, on Wednesday next, the 14th inst., at 8 for 8.30 p.m. precisely.

WE are informed by the Agent of the P. & O. S. N. Co., that the steamship *Bokhara*, with the next English mail, left Singapore for Hongkong on the 10th instant, at 8 a.m.

THE Earl of Derby announces to the various Colonial Governors his appointment as Colonial Secretary in the following circular on December 19th:—"I have the honour to inform you that Her Majesty has been pleased to entrust to my care, as one of the Principal Secretaries of State, the Seals of the Colonial Department.

ORDINANCE No. 15 of 1882, entitled—An Ordinance enacted by the Governor of Hongkong, with the advice of the Legislative Council thereof, to apply a sum not exceeding nine hundred and thirty-seven thousand, nine hundred and twenty-eight dollars to the Public Service of the year 1883, has received Her Majesty's approval.

THE progress of civilization in Japan, says the *Gazette*, may be estimated by the fact that whereas fifteen years ago such a thing as a licensed lawyer or attorney was unknown, there are now 997 of that fraternity in full practice in the empire. If there were three more, we hear the victims exclaim, there would be exactly one thousand too many!

WHO owns the dog? A house coolie summoned Geraldo dos Remedios, clerk, to the Police Court this morning for suffering an unmuzzled ferocious dog to be at large, which animal caught the house coolie by the inexpressibles as the latter was walking in the street. Mr. Remedios' defence was very simple, namely, that the dog was not his, it being a strange animal that had a predilection for hanging about his domicile. Captain Thomsett discharged the case.

THE *Rising Sun* states that Dr. F. H. Terrille, Surgeon of U.S.S. *Monocacy*, received a telegram, before leaving Nagasaki, announcing his election to the chair of Therapeutics in the Medical University of California at San Francisco. Dr. Terrille, though quite a young man, has won for himself a distinguished name in his profession, and this position to which he has been chosen, will give him a wider field of usefulness and honor than the limits of the navy would afford.

WE hear from Canton that a movement is now on foot amongst the freemasons resident in that city to form a lodge under the Scotch constitution. A large number of brethern have, we are informed, supported the proposal, and it is intended to petition the Grand-Lodge of Scotland for a charter without delay. This movement, which is deserving of support, will most certainly have our cordial co-operation, as it can scarcely be doubted that a lodge in Canton must be in a position to do a lot of useful work.

TWO seamen of the steamship *Merionethshire*, Michael Ryan of Ireland, and Joseph Mitchell of England, were charged by the master, George William Reed, before Captain Thomsett this morning with absence from their ship without leave, and with being drunk on board on the 10th instant and creating a disturbance. The master said they took French leave on the 9th and did not show up until next evening, when they came back top-heavy and made use of abusive language to him. He sent for a constable and gave them into custody. Pleading drunkenness, which is no defence in law, they were ordered to forfeit two days' "screw" each.

CAPTAIN THOMSETT, Harbour Master, writes to the Acting Colonial Secretary on the 10th inst. as follows:—"I have the honour to forward for publication in the *Government Gazette*, the following extract of a letter just received from Messrs. Melchers & Co., having reference to a dangerous reef in Gaspar Strait:—"Captain Crantz reports on the 10th August, 1882, passed, in Gaspar Strait, a small reef, in "Latitude 3 deg. 55 min. South and Longitude 107 deg. 14 min. East, not marked in the new Admiralty Charts. "The reef being right in the track of shipping, is eminently dangerous to vessels in Gaspar Strait."

SAYS the Japan *Gazette*:—The reports which have been in circulation from time to time relative to the abusive treatment of Koreans by Japanese is, according to the Tokio papers, very much exaggerated. The *Jiyu Shimbun* says they agree so well together that it is considered unnecessary to keep two regiments of Japanese soldiers in the country, and one will most likely return home. A better understanding between the Chinese and Japanese soldiers is also said to exist. Formerly the Chinese were abusive of and ridiculed the Japanese; but the Chinese commander has of late issued such strict commands as to the treatment by his soldiers of Japanese when they happen to meet, that their present relationship is most cordial.

H.M.S. *Vigilant* arrived from Whampoa on Saturday, and the *Wivern*, convoyed by the *Swift*, came into harbour from the same place yesterday afternoon.

WE are pleased to learn that the Mikado has decorated Mr. Taro Ando, Japanese Consul at this port, with the Order of the Rising Sun (sixth grade), in recognition of his services to the Government.

A RICKSHA man got six months' hard labor this morning at the Police Court, for picking an Austrian seaman's pocket of $2 yesterday. The street obstructionist's features are familiar in "Hayward's Rest."

A PORTSMOUTH contemporary has the following:—"I hear from the *Audacious* that an affair of a very unpleasant character is likely to occupy the attention of a court-martial at Singapore or Hongkong very shortly. The case is one of a class which is happily becoming very rare in the service, and it is to be hoped that the officer who is accused, and who occupies a subordinate rank, may be to able offer a satisfactory explanation of his conduct. He has been suspended from duty ever since the investigation of the circumstances by the captain, and is now under arrest. His accuser is an ordinary seaman who not long since received that rating."

SOME excitement was caused in sporting circles on Saturday by an apparently well authenticated rumour that the griffin Highland Fling had been tried over the Derby course, and had accomplished the distance in 3 minutes 20 seconds. This *canard* was evidently got up by some unscrupulous person for the purpose of hoodwinking and misleading the public. We are authorised to state that the report is absolutely without foundation, the mile and a half trial in 3.20 having been actually a mile canter at a slow pace. "An Old Sportsman" has something to say on this matter in his "Racing Gossip."

THE following is published on the authority of a Reuter's telegram from St. Petersburg:—The *Turkestan Gazette* gives a detailed sketch of the new Russo-Chinese frontier. Starting from the Bojangel mouth of the Tekes River, the boundary follows the downward course of the stream to the Suimbe mouth, and then passes up the Suimbe River as far as the Sary Tau mountains. Thence it proceeds over the Sary Tau Range, crosses the River Kassan and the heights which separate that river from the Kars Ganda, and on to Sary Nichai. Passing then onwards over the summit of the Bindintin mountain, the line of frontier follows a south-westerly direction, and crosses the Kuldjata, leaving the fields watered by it to Russia. The further delimitation of the border, *viâ* Chorgas to the Borotala River, have been agreed upon, and will shortly be finally marked out by General Triede, who has gone to Werny.

SAYS the San Francisco *Daily Alta*:—Attorney-General Brewster having decided that Chinese have the right to travel through the United States on the way between foreign countries and their own, we must prepare to accommodate ourselves to this new turn of affairs. The transit must be regulated in such a way that the privilege cannot be abused by making it a pretext for giving permanent lodgment on our soil to fresh hordes from the Chinese Empire, against whom it was thought the door had been shut by the passage of the Immigration Act, and it is not likely that this can be done without additional legislation. Chinese applying for the privilege of transit through the country can be supplied with passports or certificates, which they should be required to deliver up on reaching the port where they embark to leave the United States; but this would not be an effectual protection unless the law attached penalties to the failure to comply with the regulation. Congress can pass a bill making it a felony for a Chinese immigrant to violate the terms of his passport, and also attaching a part of the responsibility to the transportation companies which engage in the business of carrying these passengers through the country. Such a bill should be prepared and presented in Congress immediately.

AN amusing instance of the biter bitten came before Captain Thomsett at the Police Court this morning. A miner, lately returned from Australia, was accosted on the Praya yesterday by one of the returned-emigrant swindling fraternity, who induced him to go to his house on a false pretence. While there another man came to the door and told the miner's companion that a man had arrived from Spain, having made $7,000, adding, "Let us get him, and play false fantan and cheat him." The speaker, of course, was a confederate of the other man. The miner was then asked to join in cheating the man from Spain, and entered *con amore* into the, as he believed, swindle of his compatriot, and therefore deserves no pity for what subsequently befell him. The man from Spain (?) was then brought in, and as a preliminary bait to the miner, one of the men won $20 from the fellow. The gentleman from Spain then challenged the miner. The latter accepted, and by cheating, as he averred in Court, won $300 from his opponent in a brace of shakes. Asked by the latter where his (the miner's) dollars were in case he lost, the miner, elated with his dishonestly achieved success, went to his boarding house and brought his money back with him, together with $1,000 worth of gold dust which he borrowed from a fellow miner. He resumed play with the "man from Spain," and won $400 more from him, the latter cunningly leading the miner on to his ruin. The two went on playing, but the man from Spain deeming he had allowed the miner sufficient rope already, altered the course of events by winning $2,400 from him, cleaning him out, and leaving him minus $1,172.50. The victimised miner has thus furnished another illustration of the truth of Lord Bolingbroke's remark, that "he who is acutest in deceiving others is ever the most ingenious in outwitting himself." After hearing the evidence, Captain Thomsett remanded the case till the 19th inst. The shopman, a money-changer and a tailor are the three defendants.

THE Buffs went out route marching in an easterly direction this morning, under the command of Major Halahan, and returned about half-past twelve with appetites splendidly whetted for a raid on the Commissariat ration porter and the good things provided by the Army contractor Hingkee. We observe that the troops in Garrison still wear their helmets, and think the authorities might safely substitute the forage cap in such weather as we are having now, without fear of sunstroke. A laudable motive, care for the men's health, no doubt influences the authorities in continuing the helmet when civilians have long since discarded it for a head-dress more suited to the weather, but things may be overdone even in the army.

THE Baltimore *Sun* has the following:—Mr. Frederick Gunter, proprietor of the North Point farm and headquarters of the North Point Ducking Club, is the owner of a remarkable swimming horse. Since June last the unusual feat of swimming has occurred on no less than five different occasions. The horse has accomplished the remarkable feat of swimming from the West North Point light to Seven-foot Knoll and return, making fourteen miles each round trip. The last feat and most remarkable of all was as follows, and those familiar with the locality know well the distance:—The horse entered the water at his old familiar point, the West North Point light, and swam two miles beyond the front beacon light, and near to Tolchester Beach. Being headed off by his owner in a four-oared boat, he turned and swam to Miller's Island light, and when he struck bottom he rested until Mr. Gunther and a well-known oarsman overtook him. He then again entered the water, and completed the distance back to East North Point Light, making a distance of nineteen miles without leaving the water. The horse was purchased by Mr. Gunther at a point down the bay called Chucoteague Island, where he was used to swimming from the island to the shore with his rider, and returning whenever he thought it convenient. Your correspondent rode behind this remarkable horse from Mr. Gunther's farm to Canton, a distance of thirteen miles, in ninety-five minutes.

THAT the unusual prevalence of fires in the foreign settlement of Yokohama should tend to impress upon the management of the home insurance offices the hazardous character of the business offered in this place, need, remarks the Japan *Gazette*, excite no surprise; and we must not conceal from ourselves that unless some means are employed to lessen the number and severity of the claims which have arisen in 1882 for instance, a considerable increase in premiums, and a possible rejection of all risks not warehouses, will soon add to the heavy expenses of business men in Japan. Even now we hear of one or two companies which have issued instructions to their agents not to renew any current risks in the settlement not being godowns, and to discontinue all business on the bluff. That other timid offices may do the same is well within the bounds of probability, and many of us may some day receive the serious intimation that fire insurance on our working property can no longer be effected, the offices having resolved to limit their business in Yokohama to warehouses only. This would mean, to the majority of people carrying on businesses requiring a valuable working plant and stock, serious embarrassment if not suspension. The rate now paid on ordinary first-class risks is 2 per cent.; and this forms a considerable tax upon the net returns of any business carried on here. Still no honest man can afford to run the risk which calls for so high a rate, while it is at the same time obvious that any increase in that rate, or refusal of the offices to continue the risks, will create extreme difficulties. *A propos* of the refusal of certain fire companies to continue any insurances except on godowns, a spirit of resistance to this style of dictation is being aroused. Continuance in their determination will soon convince these offices that all business formerly offered to them is at an end. No office can expect to enjoy the selection of the best risks and refuse inferior. It must take a share of all, or do nothing.

CRICKET.

IRELAND *v.* THE WORLD.

A match between the above named teams was commenced on Friday, and ended on Saturday in a crushing defeat for Ireland by 2 runs and seven wickets. Wilson, Bunbury and Travers made the best show for the losers, Dormer, Dauglish and Hedley heading the poll for the winners. Unusual pressure on our space compels us to omit our usual descriptive report of the game.

Full scores are appended:—

IRELAND.

	First Innings.		Second Innings.	
Mr. R. C. Hodder, c Hedley, b Birch	9		thrown out, Daug'lish	5
Mr. A. K. Travers, st. Hedley, b Birch	13		b D'Aeth	21
Mr. H. G. Rice, c Hedley, b Dauglish	18		c Birch, b D'Aeth	9
Mr. A. Wilson, R.N., b Birch	43		c Birch, b D'Aeth	9
Mr. W. Hynes, c St. Croix, b Dauglish	7		c and b Birch	7
Lieut. Bunbury, R.W., Dauglish	0		c Brown, b St. Croix	40
Lieut. Lloyd, run out	3		c D'Aeth, b Birch	5
Mr. G. H. Hedley, R.N., not out	5		c Whyte, b Birch	0
Mr. C. Holliday, c Gordon, b Birch	13		c Dauglish, b Birch	0
Mr. T. F. H. Fogarty, c Dauglish, b D'Aeth	1		not out	0
Mr. B. Reynell, not out	1		b Birch	4
Extras	8		Extras	7
	124			116

THE WORLD.

	First Innings.		Second Innings.	
Mr. C. J. T. Dormer, b Hodder	36		c Hynes, b Rice	11
Mr. F. O. Hare, c Bunbury, b Travers	1		b Rice	0
Lieut. Dauglish, b Hodder	36		not out	11
Mr. H. F. Whyte, c Holliday, b Hodder	0			
Captain F. A. Newington, llw Hodder	0			
Lieut. D'Aeth, b Hynes	13		c Bunbury, b Rice	0
Lieut. Hedley, R.E., b Wilson	40		run out	4
Mr. E. de St. Croix, not out	19			
Mr. E. W. Birch, b Hynes	21			
Capt. Gordon, c Travers, b Rice	0			
Lieut. S. Brown, R.A., b Hynes	11			
Extras	13		Extras	1
	193			30

"THAMES-STREET INDUSTRIES," by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSNELL & Co., London.—[ADVT.]

SPORTING GOSSIP.

"With the exception of about five, the whole of the ponies in training are screwed up." This expression of opinion from a gentleman who is rightly regarded as one of the best judges of race-ponies and racing in the Far East, and who made his first appearance for the present season at the course this morning, is especially noteworthy. Admitting that Mr. Henry's views are slightly exaggerated, there can still be no question that, for all practical purposes, they may be taken as a correct indication of the actual state of affairs in every racing stable in the colony. At the beginning of the season the number of ponies in training may be set down at the total number of entries for the Challenge Cup, namely, 187—the most numerous contingent ever identified with racing in Hongkong. If it be true that, say, even a third of that number have been rendered *hors de combat*—and this is certainly under-estimating the ranks of the killed and wounded—that fact alone speaks trumpet-tongued in favor of something being done to remedy the defects in our racing and training tracks, to which this long list of casualties is most certainly due.

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I have frequently expressed the opinion, and I repeat it here, that the Hongkong racecourse if slightly altered in one or two minor points and properly attended to, would be far and away the safest and best course in China, and I am not alone in this opinion. Why then, it may be asked, if the course is such a good and safe one, are these serious accidents to the ponies of such frequent occurrence? The answer is,—simply because little or nothing has been done to keep the track in order for galloping. The Clerk of the Course is not merely an energetic and obliging official—he is a practical man who knows perfectly well what is necessary to render and keep the racecourse suitable for training purposes. The top-dressing laid on the racecourse proper during the summer was, no doubt, a capital idea; but it was not carried far enough, nor has it been practically dealt with of late. During Mr. Tripp's absence in the north, his *locum tenens* must be credited with having done his best to keep the course in safe condition; but as he could not spare the time to personally superintend operations, his orders were most inefficiently carried out—that is to say, they were generally neglected—with the inevitable result that day after day in the absence of rain the track became harder and more dangerous to gallop on.

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To the system of drenching the top of the course with water, the lameness of a great many of the ponies must be directly attributed. Any person can satisfy himself on this point by a very simple experiment. After the track has been well watered, a close inspection will show that the water has merely penetrated through about an inch of dust and top-dressing, rendering it slippery and unsafe, the substratum being as unyielding as a turnpike road. In pulling up a pony after a gallop on such a treacherous track, the risk of a sprain is necessarily great, whilst the slightest slip during exercise, such as a pony changing his leg, swerving, or negotiating a corner badly, means certain lameness. I personally witnessed one pony, on being pulled up after finishing a sharp gallop, *slide about three feet* and nearly come down on his nose; he returned to the paddock with a severely sprained shoulder, and has been badly lame ever since. And this is only one instance out of many.

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It is quite a hopeless task to offer practical suggestions having for their aim the improvement of the Hongkong racecourse. Your recommendations will be generally admitted to be excellent in every respect—but you are told that such things have never been done before in Hongkong, and that is accepted as a substantial reason why they should not be attempted now. What is everybody's business is nobody's business. The gentlemen who are good enough to act as Stewards for the Race Fund eschew all responsibility, and apparently are not in the least concerned about the true interests of the supporters of the national pastime. The Clerk of the Course apparently either lacks the power or the sinews of war to do all that is necessary, and so the old order of things continues, and the ponies "screw up" by the dozen.

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The greatest supporters of racing in this colony are Messrs. Paul, Kerfoot, Henry, St. Andrew and Gordon. These gentlemen have large and valuable interests at stake, and their views are therefore entitled to some consideration. It must be rather galling for Mr. Kerfoot when he surveys his high class and expensive stud of 15 race-ponies, 11 of which are amiss through lameness, to think that a few slight alterations and ordinary intelligent attention to the state of the racecourse might have prevented such a heart-breaking result. If Mr. Henry were not known as one of the most philosophic of owners, he would probably anathematise the course and all connected with it when he runs his experienced eye over the wrecks of what were once the highly-tried racers Foxhound, Rialto, Pelham, White Knight, and Rienzi. Mr. Paul has good cause for complaint with several of his stud, especially Hornpipe on the sick list, and two, if not three, of Mr. Gordon's long string have broken down within the past fortnight. To summon the whole question in a few words, it may be accepted as certainty that, unless the racecourse is taken practically in hand and rendered fit to be used for training and racing purposes owners will decline to enter valuable ponies for the races. There is only one way apparently by which existing grievances can be removed, and that is by re-establishing in place of the present informal Race Fund a properly constituted Race Club, whose officials would be responsible to the members for the efficient management of everything connected with local racing. Of course there is difficulty in the way of this proposal being carried into effect, but it is happily not a very serious one, being merely the refusal of a few persons to introduce anything that has not previously been a success in Hongkong. How often we

not move in the matter, as they, with the exception of Mr. Forbes, have no material interests; it is therefore for the owners to take the initiatory step. If Mr. Kerfoot, Mr. Paul, or Mr. Henry cared to use their influence, there can be no doubt about the matter being quickly settled to everybody's satisfaction. By calmly acquiescing in a continuance of the old order of things, these gentlemen are the greatest losers.

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In my "Training Notes" on Saturday, I recorded that Mr. Paul's griffin Hornpipe, first favorite for the Hongkong Derby, had galloped a mile and a half with Mr. Nickels in the saddle, going in grand form, and pulling up sound and well in 3 minutes 27 seconds. This statement was strictly accurate, and I observed Hornpipe walk from the course in the soundest fashion possible. A few hours after this gallop a rumour was current in town that the Derby favorite was lame, and unfortunately rumour for once was right. It seems that the pony had strained himself behind (his back and loins have each been asserted by well-informed authorities to be the seat of lameness) and was certainly lame. What the nature or extent of Hornpipe's lameness may be I am not in a position to say; but although any stoppage in his work now must be regarded as critical, I am inclined to believe that his mishap on Saturday is of itself not of a very serious character, and am hopeful that the prompt measures adopted by Mr. Nickels will enable him to send his "crack" griffin to the post for the Derby, sound and in racing condition. It is undeniable, however, that every day a gross pony like Hornpipe is absent from work, the more remote become his prospects of winning races, especially over long distances, against opponents that are in perfect condition. My opinion, therefore, is that, unless the whilom Derby favorite can be got round in time to send him two or three fast gallops over the Derby course, his prospects for the classic event of the meeting must be regarded, not to use a more forcible expression, as greatly discounted.

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A few months ago I had to protest in forcible language in these columns against the attempted introduction into Hongkong racing journalism of the Shanghai system of alluding to owners, trainers, and jockeys, who are supposed to be gentlemen and amateurs, by childish and offensive nicknames. I regret now to have to protest against the introduction into Hongkong racing of another so-called Shanghai custom—a custom so contemptible and degrading that I am at a loss to find language strong enough to denounce it in fitting terms. Touting—that is, watching trials secretly—is a reprehensible practice that would not be tolerated by the Stewards of any regularly constituted Race Club in the world. According to the Rules of Racing passed by the Jockey Club, if any person be detected watching a trial, or proved to the satisfaction of the Stewards of the Jockey Club to have employed any person to watch a trial, or to have obtained surreptitiously information respecting a trial from any person or persons engaged in it, or in the service of the owner or trainer of the horses tried, or respecting any horse in training from any person in such service, every person so offending shall be "warned off" Newmarket Heath and other places where the rules of the Jockey Club are in force. In plain words, the most powerful and autocratic racing sanhedrim in the world rules that any person guilty of touting becomes a pariah wherever Jockey Club rules are in force. Open touting is a regular custom in Hongkong, Shanghai, Amoy, Foochow, &c., recognised as an important branch of our racing system. It is nevertheless an indefensible practice, detrimental both to the interests of racing and of owners. I must admit that I am no better than my neighbours in this matter; holding that I am justified in following what has become a universal custom. Still I should like to see this indiscriminate use of the stop-watch abolished, as it easily could be, by the veto of the Stewards.

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It will be gathered from these remarks that I am not in favor of touting under any circumstances, and that I consider secret touting a most reprehensible proceeding which nothing can justify. But the Shanghai custom I protest against is ten thousand times worse than touting, or any one of the other mean tricks and dodges with which low class scoundrels degrade what should be and could be the noblest of all sports. I refer to the practice which some persons are adepts at of circulating false reports, well knowing such reports to be false, for interested motives, concerning ponies that are favorites for certain races. To make myself thoroughly understood, I had better explain that I am joint owner of the griffin Highland Fling, a prominent favorite for the Hongkong Derby. This pony, as was plainly stated in these columns at the time, met with a severe accident three weeks ago—a bad strain of the fetlock joint—which kept him in his stable for some nine or ten days. On recovering from the effects of this strain, the pony was trotted for several days, and on Saturday last he was cantered at something less than half speed for one mile. This happened between 9 and 10 o'clock in the morning, and two or three hours later a report was current in the colony, on the authority of Messrs. Reynell and Hutchings, the well-known Shanghai gentlemen riders, that Highland Fling had galloped the Derby course in 3 minutes 22 seconds—in some quarters 3.17, and in others 3.20 was given as the time. I am not aware who supplied these gentlemen with the information they so industriously published, and which had the inevitable effect of making Highland Fling a very hot favorite for the Derby at the lotteries and elsewhere; but I wish to state most distinctly that the report is utterly false and unfounded, and could only have been concocted by some unscrupulous scoundrel who had selfish ends to serve. Had such a trial actually taken place, no gentleman would have been mean enough to have taken advantage of information which could only have been surreptitiously obtained. But to invent a scandalously false version of a trial that never took place, and to give it widespread publicity to the detriment and disadvantage of the connections of the pony, is an offence so flagrant and so indecent as to call forth the strongest terms of condemnation.

* * * * * * * * *

I have raced for several years in Hongkong with a fair amount of success, and it is some slight amount of gratification to know that no trickeries have ever been associated with the bearers of "the primrose and blue." The Hongkong public will bear evidence to this. Having always run as straight as a gun barrel, without studying personal interests, and invariably avoided the semblance of any mystery in connection with my own stable, my ponies should have been the very last to be victimised by unscrupulous schemers. Believing that formal protests and objections to the authorities can only tend to unpleasantness, I have refrained from requesting the Stewards to investigate this matter, but probably Messrs. Hutchings and Reynell will see fit to exonerate themselves by disclosing the name of the person who has disgraced himself and degraded true sport by committing an offence which amongst gentlemen is held equal to "nobbling" and nearly as bad as "nobbling." If the Stewards think proper to take this affair up, I shall be quite prepared to produce the requisite evidence to substantiate every word I have written.

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The course was again thrown open this morning, and quite a number of the ponies in training were galloped over various distances. Sunlight overpowered his rider ("Horse"), and covered over a mile before he was pulled up, moving like a piece of machinery. Sunrise, in the same stable, was sent a fast gallop, and moved in good form; but I did not obtain particulars of his performance. Rialto was ridden by Mr. Reynell a long gallop, which could hardly have been satisfactory to his owner, as the pony certainly went very short. In a fast burst between Incubus and Too-too, the spotted one showed the better speed. Pizzicato came down the straight twice at a fast pace, striding along in grand style. Ghillie Callum trotted and galloped a quarter twice, the stable companion Scotch Reel cantering six furlongs.

* * * * * * * * *

Montezuma went a steady gallop in blankets—last half mile 70 seconds. Prejudice and Newmarket galloped together, after a long spell of trotting, last once round in 2.10. Ambassador and Triumph cantered at a fast pace, the former getting over the ground in grand style. Gang Forward showed speed in a half mile spin, covering the distance in a shade over 63. Dalesman, with a bit the best of the weights, stayed better than First Flight over the Derby course, although the last named appeared to pull over Mr. St. Andrew's Derby candidate up to the mile post. Shell galloped in his usual resolute fashion, but returned to the paddock showing signs of lameness in one of his fore legs. Mr. Tasman's ponies had some strong exercise, and I particularly observed Derwent moving in much better form than of late. Dutch Oven played with Kassassin in a fast gallop.

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That attractive goer Helios strode along in grand form, but scarcely gets over the ground so fast as his showy style would lead one to expect. Strathpeffer and Wild Waif were also doing good work. Guardsman, Skedaddler and The Dromedary cantered a mile and a half in a shade under four minutes, the "crack" subscription pony, favored in the weights, apparently having the best of the finish. Bothwell going alone covered about five furlongs—last half mile 68 seconds. Lavender and Rebel "powed" six furlongs, the bay, with "Horse" up, cantering at the end—times, 35, 68½, and 1.42 4-5th. Second Violin started from the mile post and was about six lengths behind the two subscription griffins when they went on their journey, and although hard ridden, failed to improve this position materially, finishing several lengths in their rear in 2.17. Little Warlock's six furlongs occupied 1.41—first half mile 65 seconds—and Darnley took a shade over 68 seconds to cover the four furlongs. Merry Monk and Tallyman strode along in grand style, the dun especially stretching himself out like a high class racer.

* * * * * * * * *

Mr. Paul's griffin Chatterbox galloped the Derby course in 3.33—last quarter 37 seconds—without being called upon; a performance sufficiently meritorious to attract special attention. Several others of Mr. Paul's team were sweated. Driving Cloud was trotted about four miles in heavy blankets, the "Pirate" having all his work cut out to prevent the old chesnut from running away. Highland Fling, also in blankets, trotted and cantered slowly. Cutty Sark, after a bout of trotting, was exercised over the steeplechase course, but did not take kindly to cross country business.

AN OLD SPORTSMAN.

Hongkong, 12th February, 1883.

NEWS BY THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Peiho*, Captain Tillier, with the London mails of the 5th ultimo, arrived in harbour this forenoon. We take the following items from the *London and China Express* of January 5th:—

The letters of allotment in the China Shippers' Mutual Steam Navigation Company were posted to subscribers on the 28th ultimo.

The appointments of Lieutenant W. O. Thurburn to the *Sheldrake*, and Midshipman R. F. Phillimore to the *Champion*, as supernumerary, are gazetted.

The *Stork*, 4, gunboat, Lieut.-Commander Arthur Blennerhasset, will be commissioned at Sheerness for service on the China station, with a complement of sixty officers and men.

We hear that all the necessary machinery, boring tubes, &c., for the construction of the new Hongkong Waterworks has been shipped from this country, so that no delay will take place in pushing the works forward.

The *Cockchafer*, 4, composite gunboat, 455 tons, 470-horse power, Lieut.-Commander Henry W. Hill, was commissioned on the 3rd instant, with a complement of 60 officers and men, for service on the China station.

In consequence of ill-health, Mr. James Somerville, sub-Manager of the Chartered Bank of India, Australia, and China, retires from the service of that Bank, and Mr. Caleb Lewis, Accountant, has been appointed sub-Manager and Accountant.

With respect to the appointment of a Bishop for Japan, which, as we have already announced, it is contemplated to form into a diocese, we hear that no further steps have been taken. Nothing can be done until after the consecration of the new Archbishop.

The Chinese Consul-General at San Francisco reports that since the law restricting the influx of Chinese was passed, the arrivals have only numbered twenty. The departures have been in the meantime five thousand.

Captain James George Mead, R.N., who succeeds Captain Murray as captain of the Agincourt, entered the Navy in 1846. He commanded the *Modeste* on the China Station from January, 1878, to 1881.

Captain William Elrington Gordon has been awarded the captains' good service pension vacant by the promotion to flag rank of Captain Theodore M. Jones. Captain Gordon served as first lieutenant of the *Sampson* during the China war of 1858 (China medal with clasp).

Commissary-General of Ordinance W. M. King has retired, after a service of over forty-one years, during which he served in the Ionian Islands, 1841-55; Turkey, 1855-56; China (in charge with expedition), 1857-58; Malta, 1858-61; Priddy's Hard, 1861-67; Dover, 1867-69; Eastern District, 1869-71; Straits Settlements, 1871-73; Ireland, 1873-75; Woolwich, 1876-82.

Through the Foreign-office the Lords of the Admiralty have forwarded their acknowledgments to the Japanese Government for the kind services they rendered in affording Admiral Willes, Commander-in-Chief on the China Station, an early intimation of the outrage committed at Foochow, that Government having requisitioned a special steamer for the purpose.

The double-screw composite gun-vessel *Stork*, 465 tons, 350-horse power, was brought from Chatham on 30th ult., and on 31st was taken into dock to be overhauled and examined before being commissioned for service on the China station. The *Stork* is one of the newest class of gun-vessels, having been built for the Government with the *Starling* and *Raven* by Messrs. Samuda Brothers, at their works at Poplar, within the past few months. The *Stork* is to be commanded by Lieut. Arthur Blennerhassett. The gun-vessel *Espoir*, sister ship to the *Starling*, is also to be commissioned, and will be commanded by Lieut.-Commander Gamble.

The *Thalia*, screw troopship, Captain Brackenbury, sailed from Plymouth on the 3rd inst. for the China Station, taking out new crews for the *Victor Emmanuel* and *Curaçoa*. She will call at Gibraltar, Malta, Aden and Singapore. The *Himalaya*, troopship, Captain Palliser, has sailed with new crews for the *Pegasus* and the *Albatross*, on the China Station. The following officers embarked at Devonport, on board the *Himalaya*, for passage to their respective ships:—Lieut. C. S. Nicholson, *Pegasus*; Paymaster: A. S. C. Clarke, *Albatross*; Chief Engineer: J. W. Duper, *Albatross*; and Staff-Surgeon: H. M. Ellis, *Pegasus*.

On December 27 Messrs. Caird and Co., Greenock, launched from their yard a screw steamer built on the cellular system for Mr. W. Sinclair, of Bangkok, Siam. She is 265 feet in length, 23 feet in depth, and 35 feet in breadth. She is 1,500 tons gross, and is constructed as a cargo-carrying steamer. Her engines, which are to be supplied by the builders, will be of 1,200-horse power. As she left the ways she was named the *Phra Chom Klao* by Miss Caird. The new steamer, which has been built to the highest class at Lloyd's, and is to be supplied with every modern appliance for the rapid loading and discharging of cargo, is to trade in Siam waters. A sister ship, the *Pra Chula Chom Klao*, for the same gentleman, will be launched in January. Messrs. John Pook and Co. are the London agents.

The following appointments to vessels on the China Station have been made:—Navigating Lieut.: Walter Strugnell, to *Sapphire*; Sub-Lieut.: Henry Adair to *Sapphire*; Midshipmen: Edgar Lees, John E. P. Grenfell, George A. C. Ward, and Edward B. Kiddle to *Sapphire*; Naval Cadets: Judge D'Arcy, Henry B. Pelly, and Edwin V. Underhill to *Sapphire*, commissioned; Chief Engineer: John Watson to *Sapphire*; Engineers: John E. Chase to *Cockchafer*; Matthew W. Ellis to *Sapphire*; Assistant Engineer: Henry S. Rashbrook to *Sapphire*; Staff-Surgeon: Edward E. Mahon to *Sapphire*; Surgeon: Samuel C. Browne to *Cockchafer*; Paymaster: Charles J. Pawsey to *Sapphire*; Assistant-Paymasters: George A. Hoskyn to *Cockchafer*; Edward D. Hadley to *Sapphire*.

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Arabic*, with the next American mail, left Yokohama on Thursday, the 8th instant, at daylight, and may be expected here on or about Wednesday, the 14th.

THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Bokhara*, with the next English mail, left Singapore for this port on Saturday, the 10th instant, at 8 a.m., and may be expected here on or about the 17th.

STEAMERS EXPECTED.

The steamship *Hungarian* left Sydney for Hongkong, viâ Queensland Ports, on the 19th ultimo, and may be expected to arrive here on or about the 12th instant.

The E. & A. S. S. Co.'s steamer *Bowen* left Sydney on the 20th ultimo, and is due here on or about the 14th instant.

The steamer *Bothwell Castle* left Singapore on the 9th instant, and may be expected to arrive here on or about the 16th.

The steamer *Coniston* left Singapore on the 9th instant, and is due here on or about the 16th.

The N. I. S. N. Co.'s steamer *Camorta* left Batavia on the 1st instant, and may be expected here on or about the 17th.

The steamer *Tannadice* left Sydney on the 3rd instant, and may be expected to arrive here about the 27th.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'s REGISTER).

YESTERDAY.

Barometer—1 P.M.	30.014
Barometer—4 P.M.	30.174
Thermometer—1 P.M.	60
Thermometer—4 P.M.	59
Thermometer—1 P.M. (Wet bulb)	58
Thermometer—4 P.M. (Wet bulb)	55

TO-DAY.

Barometer—9 A.M.	30.182
Thermometer—9 A.M.	57
Thermometer—9 A.M. (Wet bulb)	55
Barometer—1 P.M.	30.194
Thermometer—1 P.M.	58
Thermometer—1 P.M. (Wet bulb)	56
Thermometer—Maximum	58
Thermometer—Minimum (over night)	55

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

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THE Company's Steamship

"ESMERALDA,"

Captain Wright, will be despatched for the above Port, TO-DAY, the 12th instant, at FIVE P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, 7th February, 1883. [125

HONGKONG HORTICULTURAL SOCIETY.

THE ELEVENTH ANNUAL EXHIBITION will be held in the BOTANIC GARDENS, on THURSDAY and FRIDAY, the 15th and 16th instant.

INTENDING EXHIBITORS are particularly requested to send POT PLANTS and POULTRY early on the 14th instant.

The gates will be open for the Admission of Visitors at TWO P.M., on each day.

ADMISSION:—First Day $1; Second Day 20 Cents.

Tickets may be had from Messrs. LANE, CRAWFORD & Co. or Payment may be made at the gates.

Schedules of Prizes and Rules may be had from

CHARLES FORD,
Honorary Secretary.

Hongkong, 12th February, 1883. [134

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that Mr. ALEXANDER ROSS assumes charge of the AGENCY of the above Company here from this Date.

By Order of the Court of Directors,

J. KENNARD DAVIS,
Agent.

Hongkong, 12th February, 1883. [135

HONGKONG RACES, 1882.

NOW READY, PRICE 25 CENTS.

A COMPLETE REPORT OF THE HONGKONG RACE MEETING OF 1882, IN PAMPLET FORM,

REPRINTED FROM

THE "HONGKONG TELEGRAPH"

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No. 6, Peddar's Hill.

Hongkong, 5th February, 1883.

Intimations.

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PRINCE OF WALES.
PRINCESS OF WALES.
PRINCESS OF WALES AND CHILDREN.
PRINCE ALBERT VICTOR.
PRINCE GEORGE.
THE EMPEROR OF RUSSIA.
THE POPE.
THE EMPEROR OF GERMANY.
FOUR GERMAN EMPERORS.
KING OF SPAIN.
CARDINAL MANNING.
CARDINAL NEWMAN.
MR. GLADSTONE.
MR. JOHN BRIGHT.
LORD CAIRNS.
MARQUIS OF SALISBURY.
MR. HENRY IRVING.
COUNTESS OF DUDLEY.
COUNTESS OF LONSDALE.
COUNTESS OF GROVESNOR.
MRS. LANGTRY, SEVERAL POSITIONS.
MRS. WORTH.
MISS EVELEEN RAYNE.
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MISS DULIN.
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Familiar French Quotations and Proverbs.
Dictionary of Mythology.
Dictionary of Daily Blunders.
Handy Classical Dictionary.
Familiar Latin Quotations.
Dictionary of English Proverbs.

KELLY & WALSH—HONGKONG.

Hongkong, 31st January, 1883. [559

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Hongkong, 7th October, 1882. [10

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Hongkong, 2nd October, 1882. [6

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Being a Review of Père Decherven's Work on the Typhoons of the China Sea.

KELLY & WALSH—HONGKONG.

Hongkong, 10th November, 1882.

Intimations.

NOTICE.

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N.B.—Note the address.

THE GOLDEN SCISSOR,
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Hongkong, 8th December, 1882. [797

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QUEEN'S ROAD CENTRAL.

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ENGLISH & AMERICAN BILLIARDS.

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Hongkong, 23rd January, 1882. [5

HONGKONG TIMBER YARD, WANCHAI.

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Proprietor.

Hongkong, 24th June, 1881. [459

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Hongkong, 23rd August, 1882. [4

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(Opposite the City Hall)

Having Purchased the entire Machinery of the late Mr. E. CHAPPEL'S SODA WATER FACTORY is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY IS GUARANTEED.

Consumers are Invited to try those carefully Manufactured SPARKLING WATERS.

THREE DOZEN FOR ONE DOLLAR.

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7, BEACONSFIELD ARCADE.

Hongkong, 11th April, 1882. [225

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No. 5, D'AGUILAR STREET.

HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.

Hongkong, 2nd October, 1882. [663

NOTICE.

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Apply to HING LEE,
37, Tung Man Lane.

Hongkong, 12th April, 1882. [227

Intimations.

"WAI SAN YAT PO."

A CHINESE DAILY NEWSPAPER with a wide circulation in the Colony and at the other Ports, at the Moderate Subscription of FOUR DOLLARS per Annum. It is an excellent medium for ADVERTISERS at Strictly Moderate Charges. Guaranteed circulation of over 1,000 Copies. Communications to be addressed to the Proprietor,

LUK KE SHUN,
No. 9, Gough Street.

Hongkong, 10th February, 1883. [133

SANG LOONG,
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BEGS to announce to the Ladies and Gentlemen of Hongkong that he has FOR SALE at Moderate Prices—LADIES' and GENTLEMENS' BOOTS and SHOES, LAWN TENNIS SHOES, HOSIERY, SHIRTS, CLOTHS, &c.

ALSO

A Variety of CHILDRENS' HOSIERY, &c.

Hongkong, 20th January, 1883. [76

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co.,
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Hongkong, 25th January, 1883. [93

TOK KEE.

COAL MERCHANT,
18, WING SING LANE, HONGKONG.

KEEPS on hand for Sale all kinds of House and Steam COAL of the best quality, at moderate rates. The "CUM LOONG," "CUM CHOW," "CUM SHUEN," "CUM LEE," Steam Launches for Hire at $3 for 1st hour, $2 for 2nd and $1 for 3rd hour, "CUM ON," and "CUM KAI," at $3 for 1st hour, $2 for 2nd hour, and for longer periods according to arrangement.

Hongkong, 16th October, 1882. [700

THE CITY OF MANILA CIGAR STORE.

HAS FOR SALE.

CIGARS of all Brands, Imperiales, Caballeros, Vegueros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCOS of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Chaste Designs. Sun Hats, &c., &c.; Commissions Executed.

JOSE M. BASA.
No. 51, B., QUEEN'S ROAD, CENTRAL.

Hongkong, 1st May, 1882. [297

A HOY.
HOY LEE.

MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Mattings of own Manufacture. China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Specialité, a perfect fit and best material guaranteed.

No. 112, QUEEN'S ROAD CENTRAL.

Hongkong, 16th May, 1882. [347

LING SHING.

BOOT AND SHOE MAKER,
No. 5, WELLINGTON STREET, HONGKONG.

THE CHEAPEST SHOP IN THE TRADE.

Materials and Workmanship Guaranteed.

Special experience in making Gentlemen's RIDING BOOTS.

Hongkong, 4th April, 1882. [207

SUN SHING.

DEALER IN SILKS.

CANTON and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Wares, Curios, &c., &c., &c. The best house in the trade for high-class Curios. GOLD and SILVER JEWELRY of the most artistic designs, Engraver on Stamps, Seals, &c., &c. The public and Travellers are invited to inspect the show rooms.

No. 62, QUEEN'S ROAD, CENTRAL,
HONGKONG.

Hongkong, 1st May, 1882. [298

SZ HING.

TAILOR.

DEALER in all kinds of Drapery, Silk Handkerchiefs, Embroidered Shawls, &c., &c.
HAT AND CAP MAKER.
Ladies material made up, and a perfect Fit Guaranteed at Moderate Charges.
MATTING AND MANILA CIGARS, FOR SALE.

No. 76, WELLINGTON STREET,
HONGKONG.

Hongkong, 12th October, 1882. [691

CHIE NAM.

GOLD AND SILVERSMITH, WATCH MAKER AND ENGRAVER.

WATCHES CLEANED AND REPAIRED ON MODERATE TERMS.
ALL WORK GUARANTEED.
JEWELRY MADE AND REPAIRED.

No. 72, WELLINGTON STREET,
HONGKONG.

Hongkong, 6th April, 1882. [214

YEUQUA.

SHIP, PORTRAIT, AND MINIATURE PAINTER.
PHOTOGRAPHIC VIEWS.
LANDSCAPES IN OIL AND WATER COLORS.
All Work Executed by First-Class Artist.
IVORY MINIATURES A SPECIALITE.
SATISFACTION GUARANTEED.

No. 12, C., QUEEN'S ROAD CENTRAL, UPSTAIRS,
HONGKONG.

Hongkong, 4th April, 1882. [211

Commercial.

THIS DAY.

Noon.

Business in the Share Market has been fairly brisk this morning. Banks have been negociated at 193 premium for the end of the month, and 195 for March 31st, leaving off firm at these rates. Chinese Insurances have changed hands at $215 per share, and there are still buyers at the same figure. Sales of Steamboats at $30 for the end of the month have been put through, and, doubtless, a fair number of shares at the same rate could be placed for cash. China Sugars are steadily rising in the market. offers to buy at $205 meeting with no response. Luzons have fallen slightly in value, sellers offering to do business at $114 per share. Other stocks emain as per annexed list.

4 o'clock p.m.

Since noon further sales of Banks have taken place at 195 for March 31st, and 197 for the end of April, the stock being firm in the market. China Sugars continue rising in value and are now quoted at $207 per share, for cash. No business has been done at the cash rate, but a number of shares have changed hands at $210 for the end of March. Nothing else requires special mention.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue —157 per cent. premium, buyers.
Hongkong and Shanghai Bank—New Issue. 147 per cent. premium—nominal.
Union Insurance Society of Canton—$1,850 per share, buyers.
China Traders' Insurance Company—$1,610 per share, buyers.
North China Insurance—Tls. 1,225 per share.
Canton Insurance Company, Limited—$135 per share.
Yangtsze Insurance Association—Tls. 870 per share ex. div., buyers.
Chinese Insurance Company—$215 per share, sales and buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$1,150 per share, buyers.
China Fire Insurance Company—$322½ per share, sellers.
Hongkong and Whampoa Dock Company—49 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co. —$30 per share ex. div.
China and Manila Steam Ship Company—130 per share, sellers.
Hongkong Gas Company—$80 per share.
Hongkong Hotel Company—$126 per share, buyers.
Indo-China Steam Navigation Company, Limited—par. sellers.
China Sugar Refining Company, Limited—$207 per share.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—$114 per share, sellers.
Hongkong Ice Company—$175 per share, buyers.
Hongkong and China Bakery Company, Limited —$60 per share.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2½ per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7
Bank Bills, on demand 3/7½
Bank Bills, at 30 days' sight....3/7¾
Bank Bills, at 4 months' sight 3/7¾
Credits, at 4 months' sight....3/8
Documentary Bills, at 4 months' sight ....3/8 @ 3/8¼
ON PARIS.—
Bank Bills, on demand ....4.52.
Credits, at 4 months' sight ....4.62.
ON BOMBAY.—Bank, T.T. 223
ON CALCUTTA.—Bank, T.T. 223
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73½

OPIUM MARKET.—THIS DAY.

NEW MALWA ....per picul, $535
(Allowance, Taels 64.)
OLD MALWA ....per picul, $555
(Allowance, Taels 24.)
NEW PATNA (first choice) per chest, $565
NEW PATNA (second) ....per chest, $555
NEW PATNA (without choice) per chest $560
NEW PATNA (bottom) ....per chest, $567½
NEW BENARES (without choice) per chest, ...$560
NEW PERSIAN ....per chest, $335
OLD PERSIAN ....per picul, $320
(Allowance, Taels 32).

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER, THERMOMETER, &c.	HONGKONG.		AMOY.		SHANGHAI.		MANILA.	
	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.
Barometer	30.14	30.27	30.10	30.10	30.36	30.37	30.15	30.07
Therm'ter attached	62.0	60.0	57.0	55.0	41.0	38.0	79.1	80.9
Direction of Wind.	E	NE	NE	E	ENE	NE	WNW	ESE
Force	4	2	2	0	3	3	1	3
Dry Thermometer.	61.0	58.0	57.0	55.0	40.5	37.5	85.0	78.8
Wet Thermometer.	54.0	53.0	49.0	52.0	36.0	35.0	76.2	76.2
Weather	cm	c	bc	oc	b	o	b	—
Hour's Rain	—	—	—	—	—	—	—	23
Quantity fallen	—	—	—	—	—	—	—	0.15

Barometer, level of the sea in inches, tens and hundreds.—Thermometer, in Fahrenheit degrees and tens kept in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.N.E., N.E., etc.—Force of Wind, 0 calm, 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.—State of Weather, *B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification. Rain.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24 the quantity of water fallen, adjusted in inches, tens and hundreds.

Shipping.

ARRIVALS.

KEELUNG, British steamer, 919, Valler, 10th Feb.,—Saigon 4th Feb., Rice.—Butterfield & Swire.
FELICIA, German steamer, 863, T. E. Runge, 10th Feb.,—Saigon 3rd Feb., Rice.—Siemssen & Co.
GREYHOUND, British steamer, 227, D. Scott, 10th Feb.,—Pakhoi, and Hoihow 8th Feb., General.—Adamson, Bell & Co.
SUMIDA MARU, Japanese steamer, 885, H. Hubenet, 10th Feb.,—Kobe, and Nagasaki 6th Feb., General.—Mitsu Bishi M. S. S. Co.
MEI-FOO, Chinese steamer, 1,284, R. P. Petersen, 11th Feb.,—Shanghai 8th Feb., General.—C. M. S. N. Co.
CYCLOPS, British steamer, 1,403, R. Jago, 11th Feb.,—Liverpool, and Singapore 3rd Feb., General.—Butterfield & Swire.
CHIN-TUNG, Chinese steamer, 835, Winsor, 11th Feb.,—Chinkiang 7th Feb., Rice.—C. M. S. N. Co.
YUNG-CHING, Chinese steamer, 761, Andrews, 11th Feb.,—Chinkiang 7th Feb., Rice.—C. M. S. N. Co.
VORWAERTS, German steamer, 611, Boysen, 11th Feb.,—Shanghai 8th Feb., General.—Wieler & Co.
ANCHISES, British steamer, 1,304, C. Jackson, 11th Feb.,—London 19th Dec., and Singapore 2nd February, General.—Butterfield & Swire.
DON JUAN, Spanish steamer, 654, Z. W. Marquez, 11th Feb.,—Manila 8th February, General.—Brandao & Co.
HAILOONG, British steamer, 277, F. Ashton, 11th Feb.,—Tamsui 9th Feb., and Amoy 10th, General.—D. Lapraik & Co.
CATHARINA II., Russian steamer, 810, W. Gollert, 11th Feb.,—Saigon 4th Feb., General.—Soey Shing.
OLYMPIA, German steamer, 783, Christiansen, 11th Feb.,—Saigon 5th Feb., Rice.—Siemssen & Co.
JOHN WORSTER, American bark, F. A. Houghton, 11th Feb.,—Newcastle, N.S.W., 19th Dec., Coal.—Ed. Schellhass & Co.
WIVERN, British turret-ship, 11th February,—from Canton.
WOOSUNG, British steamer, 783, Hunt 11th Feb.,—Wuhu 7th Feb., Rice.—Butterfield & Swire.
LORNE,—British steamer, 1,035, Hunter, 11th Feb.,—Singapore 29th January, and Saigon 5th February, General.—Bun Hin & Co.
PEIHO, French steamer, 2,073, Tillier, 12th February,—Marseilles 7th January, Naples 9th, Port Said 13th, Suez 14th, Aden 19th, Colombo 27th, Singapore 4th February, and Saigon 7th, Mails and General.—Messageries Maritimes.
NELSON, British steamer, 894, Thorn, 12th Feb.,—Saigon 4th February, Rice.—Geo. R. Stevens & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Greyhound, British steamer, for Pakhoi.
Esmeralda, German bark, for Rangoon.
Namoa, British steamer, for Swatow, &c.
Albay, British steamer, for Amoy.
Anchises, British steamer, for Shanghai.
Esmeralda, British steamer, for Manila.
Lorne, British steamer, for Swatow.
Cyclops, British steamer, for Shanghai.
Merionethshire, British steamer, for Yokohama.

DEPARTURES.

February 10, *Whampoa*, British str., for Saigon.
February 11, *Agamemnon*, British steamer, for Singapore, &c.
February 11, *Kvik*, Norwegian bark, for Foochow.
February 11, *Chin-tung*, Chinese steamer, for Canton.
February 11, *Yung-ching*, Chinese steamer, for Canton.
February 11, *Gleneagles*, British steamer, for Amoy.
February 12, *Greyhound*, British steamer, for Hoihow.
February 12, *Namoa*, Brit. str., for Swatow, &c.
February 12, *Mee-foo*, Chinese str., for Canton.
February 12, *Cyclops*, British steamer, for Amoy and Shanghai.
February 12, *Albay*, British steamer, for Amoy and Taiwanfoo.
February 12, *Don Juan*, Spanish steamer, for Manila.
February 12, *Alexa*, British bark, for Singapore.
February 12, *Nonpareil*, Brit. bark, for Saigon.
February 12, *Woosung*, British str., for Canton.

PASSENGERS—ARRIVED.

Per *Keelung*, str., from Saigon.—Mr. Clark, and 2 Chinese.
Per *Cyclops*, str., from Singapore, &c.—45 Chinese.
Per *Greyhound*, str., from Pakhoi, &c.—14 Chinese.
Per *Mei-foo*, str., from Shanghai.—Messrs. Taylor and Coulthard, and 19 Chinese.
Per *Sumida Maru*, str., from Kobe.—1 European, 3 Chinese, and 3 Japanese.
Per *Vorwaerts*, str., from Shanghai.—16 Chinese.
Per *Anchises*, str., from Singapore, &c.—188 Chinese.
Per *Hailoong*, str., from Tamsui, &c.—Captains Petersen and Daa, and 9 Chinese.
Per *Catharina II.*, str., from Saigon.—5 Chinese.
Per *Lorne*, str., from Singapore, &c.—30 Chinese.
Per *Peiho*, str., from Marseilles.—Mr. Arakawa, for Hongkong. From Singapore.—Mrs. Koo Shang and Mr. Yeu Pung Hee, Mrs. Grenn, Messrs. Chu Pak Wing and servant, Ching Po Chai and servant, and Chin Chao. From Saigon.—Sisters Borgia, Agnes, and Augusta; Messrs. Detmaing, Noble, Cazeneuve, and 6 Chinese. For Shanghai.—Messrs. Overbeck, Lieu, Cheul, Shang, and Chea, from Marseilles. From Port Said.—Sisters Caillard, Shang, and Maurice. For Yokohama.—Hon. le Poer French, Messrs. Mingard, Strauss, Hesnard and 2 children, from Marseilles. From Naples.—Mr. le Baron Van de Osten. From Singapore.—Mr. Vecol.

DEPARTED.

Per *Gleneagles*, str., for Amoy.—7 Europeans.
Per *Agamemnon*, str., for Singapore, &c.—6 Europeans and 20 Chinese.

REPORTS.

The British steamship *Keelung* reports left Saigon on the 4th instant. Had moderate monsoon.

The Chinese steamship *Mei-foo* reports left Shanghai on the 8th instant. Had fine monsoon and pleasant weather.

The Russian steamship *Catharina II.* reports left Saigon on the 4th instant. Had strong N.E. monsoon and heavy sea.

The German steamship *Olympia* reports left Saigon on the 5th instant. Had strong N.E. monsoon and heavy sea.

The British steamship *Cyclops* reports from Liverpool, and Singapore on the 3rd instant. Had strong N.E. monsoon with heavy sea.

The British steamship *Greyhound* reports from Pakhoi, and Hoihow on the 8th instant. Had strong N.E. winds and heavy head sea.

The British steamship *Anchises* reports left London on the 19th December, and Singapore on the 2nd instant. Had strong N.E. monsoon from Singapore to port.

The British steamship *Hailoong* reports left Tamsui on the 9th instant, and Amoy on the 10th. Had moderate monsoon and clear weather throughout the passage. In Amoy the steamship *Too-nan*.

SHIPPING IN HONGKONG.

STEAMERS.

AMAZONE, French steamer, 2,804, Macé, 10th Feb.,—Shanghai 8th February, Mails and General.—Messageries Maritimes.
BELLONA, German steamer, 789, W. Schaefer, 4th Feb.,—Saigon 29th January, Rice.—Siemssen & Co.
CITY OF PEKING, American steamer, 5,079, Berry, 9th Feb.,—San Francisco 10th January, and Yokohama 4th February, General.—
CRUSADER, British steamer, 647, T. Rowin, 13th November,—Saigon 7th November, Rice.—Chong Wo Cheang.
DALE, British steamer, 644, E. Allason, 2nd Jan.,—Bangkok 15th December, Rice and General.—Yuen Fat Hong.
DECIMA, German steamer, 1,151, S. Oestmann, 3rd Feb.,—Saigon 28th Jan., Rice.—Geo. R. Stevens & Co.—Cosmopolitan Dock.
DIAMANTE, British steamer, 514, R. F. Cullen, 9th Feb.,—Manila 6th February, General.—Russell & Co.—Kowloon Dock.
ESMERALDA, British steamer, 393, G. Wright, 6th Feb.,—Amoy 5th February, Bricks—Russell & Co.
FAME, British steamer, 117, Stopani, (tug plying) Hongkong and Whampoa Dock Co.
FOKIEN, British steamer, 509, Abbott, 6th Feb., Singapore 24th January, Kudat 30th, and Sandakan 1st Feb., Timber.—D. Lapraik & Co.
GLENELG, British steamer, 894, J. S. Speechly, 14th Jan.,—Saigon 6th January, Rice.—Tung Kee.—Aberdeen Dock.
HAINAN, British steamer, 283, Connor, 6th Feb.,—Hoihow 4th Feb., General.—Afong.
HIMALAYA, British steamer, 514, W. R. Beedle, 29th Jan.,—Yokohama 11th January, and Nagasaki 24th, 300 tons Coal, and 500 tons General.—Butterfield & Swire.—Kowloon Dock.
JAPAN, British steamer, 2,440, F. F. Flack, 1st Feb.,—Calcutta 17th Jan., Penang 23rd, and Singapore 25th, Opium and General.—D. Sassoon, Sons & Co.
KHIVA, British steamer, 1,419, P. Homis, 6th Feb.,—Bombay 17th January, General.—P. & O. S. N. Co.
KWANGTUNG, British steamer, 674, M, Young, 8th Feb.,—Foochow 5th Feb., Amoy 6th, and Swatow 7th, General.—D. Lapraik & Co.—Cosmopolitan Dock.
LENNOX, British steamer, 1,387, Scott, 1st Feb.,—Calcutta 17th Jan., Sand Heads 18th, Penang 23rd, and Singapore 26th, General.—Jardine, Matheson & Co.
LIDO, British steamer, 620, T. Lewis, 8th Feb.,—Bangkok 29th February, Rice.—Hop Hing.
LUZON, Spanish steamer, 321, Willamil, 27th Jan.,—Sual 25th January, Ballast.—Remedios & Co.—Kowloon Dock.
MEATH, British steamer, 1,337, John Johnson, 8th Feb.,—Sydney 12th Jan., and Port Darwin 27th, and Amboyna 30th, Coals and General.—Geo. R. Stevens & Co.
MERIONETHSHIRE, Brit. str., 1,245, G. W. Read, 8th Feb.,—London 9th Dec., and Singapore 31st Jan., General.—Adamson, Bell & Co.
MINARD CASTLE, British steamer, 1,596, R. Skinner, 1st Feb.,—Nagasaki 27th January, Coals.—Adamson, Bell & Co.
MINDANAO, Spanish steamer, 623, Fryer, 5th Feb.,—Manila 2nd February, General.—Dunn, Melbye & Co.
PEKING, British steamer, 954, G. H. Drewes, 8th Feb.,—Canton 7th February, General.—Siemssen & Co.
PING-ON, British steamer, 574, McCaslin, 12th Jan.,—Pakhoi, and Hoihow 11th January, General.—Russell & Co.—Cosmopolitan Dock.
SALTEE, French steamer, 323, Biard, 7th Feb.,—Hoihow 6th Feb., General.—Shing Loong.
STAMBOUL, French steamer, 1,487, E. Maigre, 6th Feb.,—Marseilles 17th Dec., Port Said, Suez, Aden, Colombo, Singapore, and Saigon 1st February, General.—Adamson, Bell & Co.
TAIWAN, British steamer, 1,109, Alfred Williams, 28th January,—Glasgow 8th December, and Singapore, General.—Butterfield & Swire.
TANAIS, French steamer, 1,750, Drujon, 9th Feb.,—Yokohama 3rd Feb., General.—Messageries Maritimes.
ULYSSES, British steamer, 1,560, Thompson, 6th Feb.,—Shanghai 3rd February, General.—Butterfield & Swire.
VLADIVOSTOCK, Russian steamer, 675, Chmelevsky, 6th Feb.,—Saigon 1st February, Rice.—Melchers & Co.
VOLMER, Dutch steamer, T. Hintzelmann, 9th Feb.,—Portland, viâ Departure Bay, and Esquimalt 1st January, Coals.—Russell & Co.
YANGTSZE, British steamer, 719, Casson—Siemssen & Co.
YOTTUNG, British steamer, 286, H. Kennett, June 23rd,—Quangai 19th June, General.—Kwok Acheong & Sons.

SAILING VESSELS.

ALDEN BESSIE, American bark, A. Noyes, 22nd Dec.,—Portland, Oregon 12th Nov., Spars.—Melchers & Co.
ALVA, Portuguese bark, 632, E. de Souza, 12th Jan.,—Rajang 9th Dec., Timber.—Brandao & Co.
ANTOINETEE, British bark, 1,014, E. T. Bunje, 6th January,—Manila 27th December, Ballast.—Order.—Kowloon Dock.
ANTON GUNTHER, German bark, 441, F. Steinbrugge, 8th Feb.,—Singapore 13th Dec., Timber.—Melchers & Co.
BARBAROSSA, German ship, 1,313, R. Kausch, 12th Jan.,—Cardiff 4th August, Coal.—Melchers & Co.
BEATRICE, British schooner, 66, Williams, 17th Jan.,—Guap 7th January, Copra.—Captain.
BILLY SIMPSON, British bark, 432, Brown, 9th Dec.,—Cebu 26th Nov., General.—Master.
B. P. CHENEY, American ship, 1,322, C. E. Humphreys, 5th Feb.,—Cardiff 9th Sept., Coal.—P. & O. S. N. Co.
CASHMERE, British ship, 1,238, F. A. Lobhart, 17th Jan.,—Newcastle 24th Nov., Coal.—Master.
CHANDERNAGOR, Siberian bark, 682, Mercier, 6th Feb., Manila 27th Jan., Ballast.—Carlowitz & Co.
CHAS. G. RICE, American bark, 715, A. W. Smart, 12th Jan.,—Newcastle, N.S.W., 18th November, Adamson, Bell & Co.
COLOMA, American bark, 853, Noyes, 5th Jan., Portland, Oregon 8th November, Lumber.—Melchers & Co.
CONQUEST, American bark, 516, Carins, 20th Nov.,—Newcastle 22nd Sept., Coal.—Russell & Co.
CYPRUS, British ship, 1,302, Johnson, 11th Jan.,—Middlesbro 4th August, Iron.—Russell & Co.
C. B. HAZELTINE, American bark, 880, W. Gilkey, 4th Feb.,—Rio de Janeiro 9th Oct., Petroleum.—Russell & Co.
DANIEL, German bark, 417, P. Vogt, 13th Jan.,—Hamburg 27th July, General.—Melchers & Co.
DEUTSCHLAND, German ship, 838, R. Kort, 7th Feb.,—Cardiff 25th September, Coal.—Messageries Maritimes.
DORA, German ship, 1,259, H. Meyer, 22nd November,—Cardiff 1st July, Coal.—Arnhold, Karberg & Co.
DOROTHEA, German ship, 1,016, G. Mehlhose, 8th Feb.,—Cardiff 4th Oct., Coal.—Siemssen & Co.

HONGKONG—SAILING VESSELS.
(Continued.)

ERL KONIG, German bark, 456, A. Naurch, 27th Nov.,—Newchwang 16th Nov., Beans.—Siemssen & Co.
ESMERALDA, German bark, 788, H. Brock, 11th Jan.,—Hamburg 10th August, General.—Melchers & Co.
FANO, Danish brig, 227, M. N. Mortensen, 3rd Feb.,—Cebu 18th January, General.—Ed. Schellhass & Co.
GERD HEYE, German bark, 576, E. Lodewigs, 8th Feb.,—Newcastle, N.S.W., Coal.—Ed. Schellhass & Co.
GLENURY, British 3-m. schooner, 283, D. Thomson, 12th Jan.,—Manila 9th Dec., General.—Wieler & Co.
GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb.,—Newcastle, N.S.W., 8th Dec., Coals.—Arnhold, Karberg & Co.
HANS, German bark, 313, A. Thomson, 12th Jan.,—Chefoo 1st January, General.—Wieler & Co.
HERBERT BLACK, American bark, 575, Treat, 13th Dec.,—Nagasaki 5th Dec., Coal.—Russell & Co.—Kowloon Dock.
HERMANN, German bark, 453, W. Pens, 10th Dec.,—Chefoo 28th Nov., General.—Wieler & Co.
HIERONIMUS, German bark, Ipland, 2nd Feb.,—Touron 19th Jan., Coals.—Wieler & Co.
INGEBURG, German bark, 786, H. Ipland, 27th Jan.,—Manila 19th Jan., Ballast.—Wieler & Co.
JAMES G. PENDLETON, American bark, 938, B. J. Colcord, 12th Jan.,—Nagasaki 3rd Jan., Coal.—Russell & Co.
JOHN SMITH, Amer. bark, 564, O. Kustel, 22nd Jan.,—Shanghai 18th January, Ballast.—Russell & Co.
JUNO, German bark, 517, H. C. Breckwoldt. 29th Nov.,—Hamburg 22nd July, General.—Melchers & Co.
LIVINGSTONE, German bark, 531, H. Steffens, 14th Jan.,—Honolulu 12th December, Ballast.—Siemssen & Co.
LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan.,—Whampoa 31st Dec., General.—Ed. Schellhass & Co.
MARIE, Ger. bk., 466, A. Weinronsky, 19th Jan.,—Hamburg 5th Sept., General.—Siemssen & Co.
MARY WHITRIDGE, American ship, 862, Geo. Freeman, 2nd Feb.,—New York 14th Sept. Kerosene Oil.—Kutz Bros.
NONPAREIL, British bark, 399, E. Finlayson, 9th November,—Newchwang 30th Oct., Beans.—Chong Woo.—Kowloon Dock
PRESIDENT SIMSON, British bark, 1,235, G. Scarlett, 31st Jan.,—Manila 23rd January, Ballast.—Jardine, Matheson & Co.
SOPHOCLES, British ship, 1,190, Alex. Smith, 4th Feb.,—Sydney 5th Dec., Coal.—Adamson, Bell & Co.
PROFESSOR NORDENSKJOLD, Norwegian 3-m. sch., 453, E. Jensen, 5th Feb.,—Newcastle, N.S.W., 21st December, Coal.—Russell & Co.
TRI SINA, Austrian bark, 839, G. Cernkovich, 4th Feb.,—Newcastle, N.S.W., 19th Dec., 1,117 tons Coal.—Siemssen & Co.
WESER, German bark, 916, H. Hellmers, 11th Jan.,—Cardiff 9th September, Coal.—Order.

CANTON.

CHINKIANG, British steamer, 799, S. M. Orr, 9th Feb.,—Shanghai 6th Feb., General.—Siemssen & Co.
FU-YEW, Chinese steamer, 920, Barfoot, 9th Feb.,—Shanghai 6th February, General.—C. M. S. N. Co.
POSANG, British steamer, 967, Irwin, 7th Feb.,—Shanghai 4th February, General.—Jardine, Matheson & Co.

AMOY.

In Port on 6th February, 1883.

Alex. Newton, British bark, 308 (Newton)—Boyd & Co.
Androklos, British bark, 400 (Murray)—Boyd & Co.
Chloris, German bark, 334 (Matzen)—H. A. Petersen & Co.
Francisca, German bark, 368 (Jessen)—H. A. Petersen & Co.
Frohlich, German brig, 360 (Moller)—Pasedag & Co.
Helene, German bark, 263 (J. Rieck)—H. A. Petersen & Co.
Kjobenhavn, Danish bark, 353 (Magleby)—H. A. Petersen & Co.
Louise, American schooner, 280 (Lawrence)—H. A. Petersen & Co.
Sophie, Swedish bark, 280 (Pehrsson)—H. A. Petersen & Co.

FOOCHOW.

In Port on 5th February, 1883.

Peter, German schooner, 207 (Moller)—Kaw Hong Take & Co.

SHANGHAI.

In Port on 6th February, 1883.

Anglo-Indian, British bark, 444 (Graham)—Drysdale, Ringer & Co.
Annina, Italian bark, 999 (Basso)—C. & J. Trading & Co.
Blackadder, British brig, 963 (Swensen)—Russell & Co.
Channel Queen, British bark, (Lacheur)—Chapman, King & Co.
Charley, British bark, 359 (Schroder)—Nils Moller.
Chingtah, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Cubana, British bark, 499 (Howard)—Jardine, Matheson & Co.
Dorothy, British bark, 310 (Croal)—Drysdale, Ringer & Co.
Earl of Elgin, British bark, 979, (Morrison)—Farnham & Co.
Emma, German schooner, 219 (Michelsen)—Ed. Schellhass & Co.
Ernst, German bark, 664 (Pundh)—Captain.
Escort, American bark, 636 (Waterhouse)—Russell & Co.
Guiding Star, British bark, 311 (Schnitger)—Mackenzie & Co.
Hedvig, British bark, 375 (Davey)—Nils Moller.
Hilda, British bark, 366 (Hemmingsen)—Nils Moller.
Ino, German bark, 344 (Bohsen)—F. A. Buchardi.
John Potts, British bark, 373 (Brown)—Morris & Co.
Kolga, British bark, 541 (Kiolseth)—Russell & Co.
Marie Berg, German bark, 536 (Hindricks)—Captain.
Minna, French bark, 456 (Davey)—Nils Moller.
Napier, British ship, 992 (Cunningham)—Melchers & Co.
Omega, British bark, 480 (Cargill)—Morris & Co.
Pelham, British bark, 340 (Downie)—Mackenzie & Co.
Perle, British bark, 400 (Kruse)—Nils Moller.
Sierra Nevada, American ship—Wisner & Co.
Southern Chief, American ship, 1,283 (Higgins)—C. & J. Trading Co.
Stout, Norwegian bark, 581 (Hennester)—Chapman, King & Co.
Tetuan, British bark, 438 (Hyne)—F. A. Burchardi.
Thyra, British brig, 255 (Jones)—Forester L. & Co.
Velocity, British bark, 490 (Martin)—Morris & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Hongkong.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Hongkong.
Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippisley, Shanghai.
Curacoa, corvette, 14 guns, Captain S. Long, Yokohama.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Kobe.
Encounter, steam corvette, 14 guns, Captain G. Robinson, Manila.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Hongkong.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Sandakan.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Amoy.
Lily, screw gun-vessel, 3 guns, Commander Evans, Singapore.
Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Nagasaki.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Moorhen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, Yokohama.
Pegasus, sloop, 6 guns, Commander E. F. Day, Hongkong.
Sheldrake, gunboat, 4 guns, Lieut.-Comander M. Bridger, Shanghai.
Swift, double-screw gun-vessel, 5 guns, Commander Collins, Hongkong.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.
V. Emanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Hongkong.
Wivern, turret-ship, 4 guns, in reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chefoo.
Adonis, French gunboat, 5 guns, Commander Caillard, Saigon.
Africa, Russian corvette, 8 guns, Captain Alexeyeff, Singapore.
Alert, American corvette, 4 corvette, Commander Kempff, Kobe.
Ashuelot, American corvette, 6 guns, Commander H. E. Mullen, Amoy.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Manila
Elizabeth, German corvette, 15 guns, Captain Hollmann, Nagasaki.
Ermak, Russian transport, Captain Koltchau, Nagasaki.
Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostock.
Gravina, Spanish cruiser, Don José Quesada, Manila.
Iltis, German gunboat, 8 guns, Commander Klausa, Amoy.
Kersaint, French corvette, Commander Beaumont, Hongkong.
La Victorieuse, French frigate, 14 guns, Captain de la Batie, Hongkong.
Lutin, French gunboat, 4 guns, Commander Rouvier, Hongkong.
Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Nagasaki.
Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Japan.
Nerpa, Russian gunboat, 7 guns, Commander Valrondt, Chefoo.
Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Kobe.
PLASTOON, Russian corvette, 8 guns, Captain Poliansky, en route Saigon.
Richmond, American frigate, 14 guns, Captain Skerrett, Hongkong.
Sobol, Russian gunboat, 7 gunboat, Commander Boyle, Vladivostock.
St. Petersburg, Russian transport, 6 guns, Captain Sidenener, Vladivostock.
Stosch, German corvette, 19 guns, Captain von Blanc, Amoy.
Tamega, Portuguese gunboat, Commander da Costa Cabral, Macao.
Tongous, Russian gunboat, Commander Heck, Singapore.
Velasco, Spanish cruiser, Captain J. M. Wartela, 7th Feb.,—Manila 3 February.
Vestnik, Russian cruiser, Commander Avelan, en route Singapore.
Villars, French corvette, 15 guns, Captain M. Dewatre, Shanghai.
Vostock, Russian gunboat, 4 guns, Commander Molchonsky, Japan.
Wolf, German gunboat, 4 guns, Commander Strauch, Chefoo.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Ch'ang, Hongkong.
Chee-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.
Chên-to, Viceroy's gunboat, 7 guns, J. Stewart, Canton.
Chên-jui, Revenue cruiser, 3 guns, Chinese, Hongkong.
Ching-on, Revenue cruiser, 2 guns, Chung Wing Fai, Canton.
Ching-tsing, Viceroy's gunboat, 4 guns, F. Bessard, Hongkong.
Chop-chung, Revenue cruiser,—Li Tack Ming, Canton.
Chop-sai, Viceroy's gunboat, Chang, on a cruise.
Hai-ch'ang-ching, Revenue cruiser, 3 guns, Wu Jui Ch'ang, Hongkong.
Hai-king-ching, Viceroy's gunboat, 3 guns, Ch'en Liang Chieh, Hongkong.
Hoi-tung-hung, Viceroy's gunboat, Leung Yiu Ting, Canton.
Hua-shan, Viceroy's gunboat, 2 guns, H. J. Fannch, Canton.
Li-shê, Revenue cruiser, 3 guns, Chinese, Canton.
Peng-chao-hai, Revenue cruiser, 4 guns, Chow Shoi, Hongkong.
Quang-on, Viceroy's gunboat, 4 guns, Lie Ping Tie, Canton.
Shen-chi, Revenue cruiser, 5 guns, Sau Tsung T'ai, Canton.
Sui-tsing, Viceroy's gunboat, 4 guns, J. B. Murray, Hai Ling Shan.
Tching-on, Viceroy's gunboat, 2 guns, Chinese Admiral, Bogue Forts.
Tching-po, Viceroy's gunboat, 3 guns, Ching, Bogue Forts.
Tchun-tung, Revenue cruiser, 2 guns, Chun Ti Hu, West Coast.
Tsing-po, Viceroy's gunboat, 6 guns, A. Gorcom, Canton.
Yi-hui, Viceroy's gunboat, 2 guns, Chinese, Canton.
Yu-min, Viceroy's gunboat, 3 guns, [illegible], Canton.

Post Office.

A MAIL WILL CLOSE

For Hoihow and Haiphong.—Per *Saltee*, to-day, the 12th instant, at 5 P.M.

For Shanghai.—Per *Peking*, to-mo[illegible] the 13th instant, at 2.30 P.M.

For Saigon, Singapore, and Colombo,—Per *Stamboul*, to-morrow, the 13th instant, at 3.30 P.M.

For Yokohama and Hiogo.—Per *Merionethshire*, to-morrow, the 13th instant, at 3.30 P.M.

For Shanghai.—Per *Anchises*, to-morrow, the 13th instant, at 4.30 P.M.

For Straits and Calcutta.—Per *Lennox* and *Japan*, on Wednesday, the 14th instant, at 2.30 P.M.

For Nagasaki and Kobe.—Per *Sumida Maru*, on Friday, the 16th instant, at 3.30 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the *Hongkong Directory and Hong List for the Far East* for 1883, which supersedes all previous editions.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AMAZONE," will be despatched TO-MORROW, the 13th instant, with Mails to the United Kingdom, Europe, and places beyond, *viâ Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (viâ Madras), the Australasian Colonies, Aden, Egypt, Malta, Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "GANGES," will be despatched on TUESDAY, the 20th instant, with Mails to and through the United Kingdom, and Europe *viâ Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF PEKING," will be despatched on TUESDAY, the 20th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

At 2.15 P.M. Registry ceases.

At 2.30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

HOURS FOR CLOSING THE CONTRACT MAILS.
THE FRENCH MAIL.—DAY BEFORE DEPARTURE.

5 P.M.,—Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

DAY OF DEPARTURE.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until.
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

DAY OF DEPARTURE.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. P[illegible]ing of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents until time of departure.

SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers, Bandmasters, Army Schoolmasters (not Superintending or First Class) Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (two-pence) each, which may be prepaid either in Imperial or in Hongkong Stamps. By private steamer the postage is two cents (one penny).

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—Private steamers leave Hongkong for London about every ten days.

4.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

5.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

5.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

LETTER BOXES.

Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a seal.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

RATES OF POSTAGE.

Letters, per ½ oz. ....10 Cents.
Post Cards, each ....3 Cents.
Books, Patterns, and Commercial Papers, per 2 oz. ....2 Cents.
Newspapers & Prices Current, each ....2 Cents.
Registration ....10 Cents.
Do. with return receipt ....15 Cents.

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 4 Cents.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the [illegible] requested that the letters [illegible] least one day before the date fixed for sailing.

[illegible]